





## Whig and Courier.

John S. Hayward, Editor.  
SATURDAY, JAN. 29, 1883.

## Railroading.

Mr. Poor to occupy a large portion of his time to-day, in explanation of his position on the subject of the railroad. The objection stated here still remains. It is a question of the best limb of the fourth of the bill in Mr. Poor's communication, parallel road to that of the Penobscot and Waterville. Mr. Poor may say that the union was to make this road a part of the open road, when the prospect as far as the whole line through and thus save the necessity of taking up the stock and building a road. But we say, that if Congress grant the land at this season, that the building of our road in the way proposed, a chance a dead weight, a cold bath, a very rough or a very good for the connection of the European and North American lines, as to cause any of our friends to wish the link would be in that road, then it is a link which is a great deal of trouble to the here and with the Bangor Directors. Only mention that you are in the European road from Bangor to Waterville, with or without the help of a reasonable grant, and there is money enough to take up the stock and construct the road from Waterville to Bangor. We believe it is much better than this, and that the road from Bangor to Waterville, whether the B & N. road shall or not be built. The hearts of the people in the section of Maine, are fully set upon the construction of this road, and they do not wish to be knocking it on the head, nor do the friends of the road placing it in the hands of those who would strangle the child before it is born.

Another Terrible Calamity.  
In the vicinity of Bangor, on Saturday afternoon at about a half past five, a train of the Bangor and Waterville Railroad, on Tuesday, the 25th, was wrecked on the tracks. The engine and four cars were derailed, and the train was wrecked. The engine and four cars were derailed, and the train was wrecked. The engine and four cars were derailed, and the train was wrecked.

At the present session of the Legislature, we again appealed to it in behalf of the enterprise in which we are engaged. We have made such efforts as in our judgment would promote such a result. In January, 1882, application was made by us to Congress for assistance, and the Legislature of Maine unanimously endorsed it, by appropriate Resolutions.

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the Senate, and Mr. Fiske and Mr. Hall of the House.

This memorial was presented by Mr. Hall and by order of the House, was referred to the Standing Committee on Railroads and Bridges. No hearing and no action has been taken thereon by the Committee. A Bill was drawn up in consultation with a number of those most deeply interested in the measure, and printed, for convenience in reading, but not for circulation.

Other parties than myself all residing at Bangor desired that it should embrace the right to build the line from Bangor to Waterville, and make the grant applicable to the whole road. The Bill as originally proposed contained the three following sections:

Section 1. The capital stock of the European and North American Railway Company shall be divided into not less than one thousand shares of twenty pounds sterling each, or of one hundred dollars each, as said company may elect, and said company may issue bonds in exchange for the same in the same manner as a new act enacted by law.

Sec 2. All lands or other property granted or to be granted to the State of Maine by virtue of the bill now pending before Congress, entitled "An act making grants of land to aid the construction of railroads and for other purposes," or by any act or resolution of the thirty-second Congress, granting land or other property for railroads to the State of Maine, are hereby set aside for the construction of the European and North American Railway, and the Governor of the State is authorized to execute and convey such lands and other property, and on such terms and conditions as will vest the title in said company on the completion of the said road and not otherwise.

Sec 3. Said company is hereby authorized to purchase and hold any portion of any other railroad which may be required to form a portion of the line from Bangor to Waterville, and of any other line of railway which may be found necessary, in order to form an unbroken line of railway from the eastern boundary of Maine to Portland, and all such leases or agreements shall be valid by law.

With a view to accomplish the greatest possible results from the grant sought of Congress, the following section was agreed upon as a part of the bill, and was referred to the Committee, and is now as part in type sent to Bangor by the representatives with a view to eliciting inquiry and discussion at home.

Sec 4. The European and North American Railway Company is hereby authorized to acquire by purchase or otherwise, any and all lands and other property, and to connect the same with the line from Bangor to Waterville, and to connect the same with the line from Bangor to Waterville, and to connect the same with the line from Bangor to Waterville.

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CONGRESS.

Mr. Cass's resolution being under consideration, Mr. Johnson of Maine, introduced a bill to incorporate the Bangor and Waterville Railroad Company, and to grant land to aid the construction of the same.

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TO THE DAILY WHIG AND COURIER.

Later from California.  
ARRIVAL OF THE "STAR OF THE WEST."  
New York, Jan. 28.  
The "Star of the West" has arrived with San Francisco dates to Jan. 1st. She brings 350 passengers.

Oregon left on the 29th. Northern the 1st with nearly \$200,000 in gold.  
The winter severed since populated by Americans.

Distress and suffering in all parts of the State.  
Waters unusually high.  
Communications throughout the mining regions almost entirely cut off by snow or overflowing streams. All lowlands inundated. The whole country between Idaho and Sacramento rivers partly inundated by mountain streams.

The loss of mining implements was very great.  
All work suspended. Bridges swept away. Farms destroyed. Lives lost.  
Stocks was mangled partly.  
Property to a considerable amount destroyed. The flood has been universal. Waters higher than in the memorable winter of 1819.

Great scarcity of provisions, a consequence of high prices, has occasioned much suffering and distress, and it is feared that only a partial relief from starvation. Many of the miners and other parties on the mines are starving. Many have nothing at all but Barley and Potatoes.

In parts of Utah and Sierra counties, where wheat is raised, the crop is a failure. The miners are in a state of distress. The winter has been very severe. The snow is deep. The water is high. The crops are a failure. The miners are in a state of distress.

United States Land Commissioners have returned from their inspection of the various claims and decrees of land in California. Among the most important is one concerning the claims of C. J. C. from the State of California. The claims are of great value.

The New England Society, which was organized in 1824, has held its annual meeting at the Hotel de la Paix in Paris. The society is composed of members from various parts of the world. The meeting was very successful.

A few days ago we were visited by a terrible storm. The wind was very high. The rain was very heavy. The snow was very deep. The water was very high. The crops were a failure. The miners were in a state of distress.

Members to the next Legislature are already congregating preparatory to their session. It is very uncertain whether the session of the Legislature will remain there during the winter. The session is expected to be held in the city of New York.

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FOR SALE.

By J. B. FOSTER—1 Exchange St.  
CLEAR and MEAT—LARD—100 lbs.  
50 Bbls of Kain Brand MEAL  
MEAL to Barrel Cakes and Hides  
Coffee, Corn Flour &c.  
Shanghai TEA in half chests  
Sungong TEA in whole  
Ginseng, in Caddies of 15 the each  
Rutledge and Oronoko Tobacco &c.  
Jan 23 1883

3000 Bushels Yellow Flat CORN, and 1000 bushels of Red CORN, for sale by J. B. FOSTER, 1 Exchange St. Bangor, Jan 28 1883.

Patent Window Sash.  
The subscriber is exhibiting at the Hotel de la Paix in Paris, a new and improved Patent Window Sash, which is a great improvement on the old sash. It is made of iron, and is very strong and durable. It is also very cheap, and is a great improvement on the old sash.

Paged Account Books.  
D. B. FOSTER, 1 Exchange St., Bangor, has a large stock of Paged Account Books, which are a great improvement on the old account books. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old account books.

Magazines for February.  
G. B. FOSTER, 1 Exchange St., Bangor, has a large stock of Magazines for February, which are a great improvement on the old magazines. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old magazines.

Writing Papers.  
L. B. FOSTER, 1 Exchange St., Bangor, has a large stock of Writing Papers, which are a great improvement on the old writing papers. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old writing papers.

350 GROSS.  
W. B. FOSTER, 1 Exchange St., Bangor, has a large stock of 350 GROSS, which are a great improvement on the old 350 GROSS. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old 350 GROSS.

New and Beautiful.  
M. B. FOSTER, 1 Exchange St., Bangor, has a large stock of New and Beautiful, which are a great improvement on the old New and Beautiful. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old New and Beautiful.

FEBRUARY.  
L. B. FOSTER, 1 Exchange St., Bangor, has a large stock of FEBRUARY, which are a great improvement on the old FEBRUARY. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old FEBRUARY.

Fancy and Ornamental BRACELETS.  
J. B. FOSTER, 1 Exchange St., Bangor, has a large stock of Fancy and Ornamental BRACELETS, which are a great improvement on the old Fancy and Ornamental BRACELETS. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old Fancy and Ornamental BRACELETS.

Shell and Buffalo Combs.  
J. B. FOSTER, 1 Exchange St., Bangor, has a large stock of Shell and Buffalo Combs, which are a great improvement on the old Shell and Buffalo Combs. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old Shell and Buffalo Combs.

American Razors.  
J. B. FOSTER, 1 Exchange St., Bangor, has a large stock of American Razors, which are a great improvement on the old American Razors. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old American Razors.

Pure Cider Vinegar.  
J. B. FOSTER, 1 Exchange St., Bangor, has a large stock of Pure Cider Vinegar, which are a great improvement on the old Pure Cider Vinegar. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old Pure Cider Vinegar.

Fresh Figs.  
J. B. FOSTER, 1 Exchange St., Bangor, has a large stock of Fresh Figs, which are a great improvement on the old Fresh Figs. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old Fresh Figs.

Apples Apples!  
J. B. FOSTER, 1 Exchange St., Bangor, has a large stock of Apples Apples!, which are a great improvement on the old Apples Apples!. They are made of iron, and are very strong and durable. They are also very cheap, and are a great improvement on the old Apples Apples!.

150 Bushels of Yellow CORN, and 100 bushels of Red CORN, for sale by J. B. FOSTER, 1 Exchange St. Bangor, Jan 28 1883.

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